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REVIEW

INSTITUTE OF PROFESSIONAL TOWN PLANNERS

VOL. 1

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No. 3

THE MYTH OF NEIGHBOURHOOD PLANNING

During recent years, in planning conferences, reports and various publications, the most popular clichés have been those dealing with neighbourhood planning. We have heard a great number of definitions of the neighbourhood and of its interpretation in the form of utopian or down-to-earth plans. It is enlightening to realize that the mythical neighbourhood has many variations.

In the October issue of the 'Journal of Housing', James Dahir courageously presents to the planners a realistic picture of the definitions and concepts of neighbourhood planning within different countries and as advanced by different planners.

... "As for the planning district, we may take the word of C. B. Fawcett (Great Britain) that there is no general agreement 'on any precise meaning' of residential unit or neighbourhood unit or similar terms. He describes his residential unit in a town (he calls it a 'vill') as composed of between 1,200 and 2,300 persons and cuts the size down to a one-quarter mile radius. He arrived at these figures through his desire to personalize the group. His unit is school-centred and presupposes a higher urban birth rate than the present one for Britain.

Fawcett's specifications are, of course, the result of his preoccupation with realizing certain values. By comparison, Perry's (U.S.A.) school-centred neighbourhood of 5,000-6,000 people has a much more restricted objective. The Royal Institute of British Architects makes the smallest residential unit even smaller than Fawcett's: five groups of some 200 persons, disposed about a centre for daily needs and a day-care centre for pre-school children. Their neighbourhood unit is similar in population size to Perry's: five residential units with a population of around 500, centring about a school, community centre, offices and shops. Eight neighbourhoods are served by a borough centre, with a population of around 40,000, with a shopping district 'where we can find almost anything' and which includes perhaps a swimming pool and railroad station. Six boroughs would make up a district, having at its centre a big shopping area, market, concert and exhibit, specialized hospital, and a first class technical school. The great city would be a number of these districts separated by green belts, all sharing a centre of entertainment, business offices, and administrative headquarters. Such a plan would create 'a coherence based on local centres.'

The Soviets, with their own methods for developing citizens, accept the 'micro-region' as a pure physical planning tool, according to N. Bylinkin. It is 'a means

of clearcut and rational development, both functional and architectural, for the residential area of a city—but nothing more'. The 'community units' referred to by Rebecca Drucker have a maximum size of 100 acres and a maximum population of 10,000. Besides blocks of flats, such a unit contains usually a central club with restaurant and cinema for adults, creches for infants, and one or more children's centres with playgrounds. School location is arranged so that no child has to walk more than half a mile or has to cross a main traffic artery on the way to school.

Examples of differences in size and character resulting from divergences in physical and economic circumstances and in history, value-systems, and purposes could be extended indefinitely. The proposed 514 Chicago units were apparently arrived at on the basis of existing principal streets laid out a mile apart. Detroit's proposed neighbourhoods are bigger because in the auto city population is less concentrated. The plan of the Citizens Union of New York is not based on the street pattern but largely on the historic associations of the areas, which once were autonomous centres and are now drowned in the sea of megalopolis. The real estate people arrive at their 'standards' partly on the basis of the availability of land to be developed and partly on the basis of what is required 'to assure maintenance of neighbourhood value.' Stahl Edmunds sums this up by calling at least for a project whose size will support a 'good transportation connection and its own community shopping centre'. And so forth. Gropius and Wagner complain of a 'vicious stalemate' in urban reconstruction 'as the tool-makers wait for the model and the model-makers wait for the tools.'

Perhaps we ought to face the fact that there will be no universally applicable model and proceed to apply the best that has been worked out (and it is not a little) to the particular and frequent unique problems of our own several communities . . ."

In the Spring Issue of the Journal of the American Institute of Planners, R. R. Isaacs, in his article 'The Neighbourhood Theory—An Analysis of its Adequacy', comes to this conclusion: . . . "Planning must be brought into accord with the processes of growth of the city as a living organism, the character of its social life and population composition and in the light of greater effort toward democratization. Little is to be gained by blindly adhering to a theory or notion that is inconsistent with modern city life . . . There is not found much hope for progress in advancing the city planning profession by such admonition as was given

by a prominent planner following a review of an earlier study in which serious questions, as to the usefulness and adequacy of the 'neighbourhood' structure were raised . . . Admittedly then, the necessary formula and tools are yet unknown with which to achieve these goals, nor will they necessarily be simple to create or utilize. At least in the light of the knowledge of dynamics of city growth, planners have the responsibility to re-examine their concepts and methods . . ."

The May issue of 'Layout for Living' provides another fine contribution to the clarification of the 'neighbourhood concept'.

Unfortunately, neighbourhood planning has become for many laymen, subdividers and home builders, the cliché and slogan for achieving certain undeserved advantages. Often authorities have supported projects with no merits whatsoever merely because the magic formula of the 'neighbourhood plan' has been attached to them.

The time has come when we must be frank in Canada. Planners must learn to see farther and deeper than those who so often use the words 'planning our neighbourhoods' for sheer demagoguery.

OUR CANADIAN PROBLEMS

EXCERPTS FROM AN ADDRESS GIVEN BY HUMPHREY CARVER, CHAIRMAN OF THE RESEARCH COMMITTEE, CENTRAL MORTGAGE AND HOUSING CORPORATION, AT THE PRAIRIE REGIONAL CONFERENCE ON COMMUNITY PLANNING (C.P.A.C.) AT WINNIPEG, OCTOBER 1st, 1948.

. . . "Throughout Canada the cost of servicing building lots is now ranging between \$500.00 and \$1,500.00, according to the topographical conditions and accessibility of the site. These costs have to be collected in local improvement taxes and the differential of \$1,000.00 may mean a differential of \$10.00 a month in the cost of housing. Economies in planning may thus make a difference between \$30.00 and \$40.00 housing . . .

. . . The common rectangular grid plan is known to be the most expensive way of laying out streets since every street has to carry a full traffic load and must therefore be designed for the maximum width and strength. It is both more functional and more economical to design neighbourhoods with secondary streets for local traffic circulation and minor access streets for each housing group. In this way it has been found that as much as \$250.00 a lot can be saved while at the same time there is greater safety on the streets and greater privacy for each house . . .

. . . Canadian conditions are very different from those in the United Kingdom, particularly in three respects: 1) geographically, we do not need to conserve land so carefully since we are not crowded on a little island but able to expand over almost limitless territories; 2) economically, Canada is in the process of spontaneous growth which has its vitality in free initiative; 3) politically, the British people are more familiar than Canadians with the authority of the welfare state. . . ."

PLANNING EXTENDS TO THE COUNTY COUNTY OF YORK PLANNING SURVEY

Realizing that many problems of Metropolitan Toronto are closely interwoven with those of the rest of the County of York, the Toronto and York Planning Board decided to undertake a survey of the physical, social and economic conditions of the County. This planning survey is the first of its kind in Canada and its findings offer a background for regional planning problems.

The assignment was given to three consultants: P. A. Deacon, E. G. Faludi and J. Layng who worked collectively in this project. A report containing surveys on existing conditions, problems, conclusions and recommendations has been recently submitted to the Toronto and York Planning Board for its consideration.

The investigation was extended to that part of the County of York lying between Steele's Avenue and Lake Simcoe, including the Townships of Vaughan, Markham, Whitchurch, King, East Gwillimbury, North Gwillimbury and Georgina, and the urban municipalities within these Townships—referred to as the North Area throughout the Report. Detailed studies deal with: the relationship of the North Area to the Metropolitan Area, the problems created by this relationship, the problems of the North Area as a planning unit, the opportunities for physical and economic development in the North Area, and recommendations for action to achieve orderly growth and development.

The findings presented in the Report indicate the past development and the future potential of the North Area as a geographical, social and economic unit within the County. They also provide a general picture of the larger sections, and of the individual townships and organized urban centres within them. The nature and scope of the Report did not permit detailed analyses of recommendations for each of these municipalities. However, it provides sufficient data and information to compare the progress and development of one municipality with another in the North Area.

Some of the communities will find that unplanned and uncontrolled growth has often created negative forces reacting against good and normal agricultural, business, industrial and residential developments. Lack of integration between the problems of one municipality and those of another or those of its township or county, has also resulted in improper, uneconomic, and sometimes premature actions or undesirable results.

It is obvious, therefore, that further studies and recommendations on a comprehensive and yet detailed scale, must be made for the general and individual problems so that all lands and municipalities in the North Area can benefit from a comprehensive plan and land use regulations. This will ensure that all public works and private projects are so planned and located as to fit into the long-range as well as the immediate needs of the individual municipalities. It will also facilitate the co-ordination of the North Area and the Metropolitan Area in all public services of common interest.

Such studies and recommendations must be put into

effect by the preparation of Official Plans, land use regulation by-laws, and building by-laws under the Planning Act and the Municipal Act. Only the more general aspects of this work can be done directly by the Toronto and York Planning Board and by the other authorities stated in this Report. However, each urban and rural municipality in the North Area must be free and responsible to make and implement its own Official Plan, provided that such plans do not exclude or counter the general schemes of land use, drainage, conservation and transportation affecting the County as a whole. All such plans require competent and experienced technical and professional guidance.

The major recommendations of the Report are: 1) That the Toronto and York Planning Area problems be closely integrated for solution on a County-wide scale, and that this Area be also considered as part of the larger, regional planning unit; 2) That Subsidiary Planning Areas and Planning Boards be established in all North Area urban municipalities and including the surrounding rural areas and vacation resort areas; and that Official Plans of all these areas be prepared with professional assistance, adopted and implemented by the various Councils to designate and to control residential, commercial, industrial and agricultural land uses; and to designate internal major traffic routes and public land uses; 3) that a General Conservation Scheme be undertaken to protect and develop areas needing conservation by stream and river control, reforestation, etc., and that such a scheme be closely co-ordinated with the plans developing or to be developed under Conservation Authorities established through the Department of Planning and Development; and that all reforestation projects and forest lands within the Conservation Areas be administered by a County Forestry Commission; 4) That provision be made for the co-ordination of the four levels of Government dealing with the building and maintenance of the Road System; and that a comprehensive major street plan be designed in relation to that of the Metropolitan Area in order to facilitate the flow of traffic and to encourage new developments in most suitable locations within the North Area; 5) That the Toronto and York Planning Board assist local municipalities and the Government departments concerned to prepare a program to further housing, public utilities, public services, educational and hospital facilities in the North Area; 6) That the Toronto and York Planning Board prepare and publish information and standards as guides to local municipalities in the County to assist and stimulate planning action to integrate and effect a complete County Planning organization.

PLANNING NOTES

PLANNING DOES PAY! The following are excerpts from the December 2 issue of the Etobicoke Press (published for the Township of Etobicoke in the Toronto Metropolitan Area): "The recent \$680,000 debenture issue by Etobicoke to finance such public works as schools, hydro expansion, and utility services had brought a 'splendid' price, Deputy Reeve Bissett said. 'This was because we had A DEFINITE PLANNED COM-

MUNITY.' The planning aspect had given much confidence to financial investors, he said . . . A Bay Street spokesman, commenting on the exceptionally high price earned by Etobicoke's latest \$680,000 debenture issue, said last week that the price reflected the confidence investors had in Etobicoke's future because of the Master Plan. Closer to home a long-time follower of Etobicoke's financial affairs made a similar observation. Islington bank manager for more than a quarter of a century, Councillor W. T. Hodgson told a nomination meeting audience last Friday: 'The Planning Board is one of the finest things this Township could have produced . . . It just wouldn't do for each little group to formulate a separate plan of development. One of the reasons why we went into default in the 1930's was because when the depression hit we had hydrants and water connections sticking out of fields where there wasn't a house in sight.'"

EDUCATION FOR PLANNERS: Among the American Universities offering specialized training in the planning field are Columbia University, New York City; courses in Urban Development, Housing, Planning and related subjects; The University of North Carolina, Chapel Hill; graduate and undergraduate courses in the Department of City and Regional Planning; Yale University, New Haven, Conn.; graduate study in traffic engineering including traffic design and planning in the Bureau of Highway Traffic. Articles on the planning education available at various American Universities will be found in the first issues of the I.P.T.P. Journal. In this connection it may be noted that the University of Toronto is now considering conferring a degree in Master of Urban Planning and a tentative curriculum for this course has already been prepared.

INTERNATIONAL COMPETITION: The Town Planning Board of Stockholm, Sweden is inviting experts of all countries to take part in a competition in connection with a new main artery between two sections of the city. The aim of the competition is to produce draft proposals for an arterial road carrying all forms of traffic between the districts. For the best proposals there is a prize of 20,000 Swedish crowns. All entries must be anonymous and must embody a) a complete plan (scale 1:2,000), 2) profile drawings, c) perspective drawings, d) detail drawings and e) a brief written account of the reasons for the competitor's proposals. The deadline for the submission of entries is April 1, 1949.

COMPARATIVE SALARIES: Some indication of the salaries received in planning positions in the United States is given in a recent announcement of the Los Angeles County Civil Service Commission. The Commission announced open competitive examinations for the position of Director of Regional Planning Commission at a salary of \$755.00 to \$940.00 per month (40-hour week).

CONFERENCE ON URBAN PROBLEMS: In September the United States Chamber of Commerce called a Businessmen's Conference on Urban Problems in Detroit, Michigan. Attendance embraced planners and business

leaders from various sections of the country. Among the noted speakers on the program were Seward H. Mott, Executive Director of the Urban Land Institute and George F. Emery, Director of the Detroit City Plan Commission. The conference made an outstanding contribution to the problem of intelligent civic development.

CITIZENS' FORUM: On November 12 the C.B.C. program 'Citizens' Forum' discussed planning in the topic "Is Town Planning a Pipe Dream?" Discussion centred around the difficulties involved in planning, the steps which can be taken and the importance of making public opinion effective. A bulletin to accompany this broadcast was published by the Canadian Association for Adult Education, Toronto.

CANADIAN NEWS

NOVA SCOTIA

HALIFAX: A Halifax branch of the Community Planning Association of Canada was formed in October. It is the first local branch to be established in the Maritimes. Halifax delegates to the annual conference of the Association held in Toronto in October were Town Planning Engineer P. Dumaresq, Ald. T. Doyle and County Councillor W. A. Gates.

NEW BRUNSWICK

DALHOUSIE: The Town Council of Dalhousie recently decided to set up a planning board which would have representatives from the council, board of trade, labour unions and other local organizations.

MONCTON: The preparation of a land use map of the city on a scale of 100 feet to the inch has been authorized by the town planning commission.

QUEBEC

MONTREAL: The City Planning Department has recommended and council has approved a by-law stating that for all buildings more than ten storeys in height provision must be made for the accommodation of motor cars belonging to the tenants of such buildings. A by-law to enforce this provision has been drafted in collaboration with the legal department and will be submitted to the City Council at an early date. . . . Councillor J. Asselin, Chairman of the Executive Committee announced that no demolition of homes for the purpose of widening the city's streets will take place for a year. . . . At the transportation conferences held in October under the sponsorship of the Montreal Metropolitan Commission, engineering and planning authorities agreed that a modern subway system would be the logical solution to many of Montreal's traffic ills. Public opinion is favourable to the project and anxious to see some action in the matter. It is estimated that the project will cost \$100,000,000.

QUEBEC: Roland Bedard, planning consultant, is preparing plans for the establishment of a new industrial site in nearby Little-River on the assumption that the municipality will be annexed to the city in the near future.

ONTARIO

PLANS FOR ANNEXATION: Many Ontario centres are now faced with the problem of providing additional land to be used as sites for industrial, residential and commercial developments. In many cases this land cannot be provided within the city boundaries and must be annexed from the surrounding areas. Annexation proposals have been advanced for the following centres: **BELLEVILLE**—a proposal has been made that Belleville, Trenton and the intervening portions of Sydney Township be incorporated into one great municipality known as the City of Quinte; **BRANTFORD**—here a battle is looming between the Township of Brantford and the city over the proposed annexation of the township;

CORNWALL—the Cornwall City Council has adopted a recommendation of the Planning Board to annex sections of Cornwall township;

GALT—the Ontario Municipal Board heard an application regarding the annexation of a township area (North Dumfries) to the city and has reserved decision on the matter: **OTTAWA**—On November 1 the Ontario Municipal Board held a hearing in Ottawa regarding the annexation to the city of 13,000 acres of Nepean Township;

PORT COLBORNE—New proceedings have been initiated for the amalgamation of Port Colborne and Humberstone village and the annexation of portions of Humberstone Township; **TIMMINS**—On November 25 the Ontario Municipal Board held a hearing regarding the annexation of Westmount township and Melrose Heights by the town of Timmins; **WELLAND**—The Ontario Municipal Board hearing on an application by the city to annex sections of Crowland and Thorold Townships adjourned after a submission by the Crowland solicitor that the Board has no jurisdiction; **WOOD-STOCK**—Special meetings are being arranged between the township councils of Blanford and East Oxford and the city to discuss annexation proposals.

SCHOOLS FOR MUNICIPAL OFFICIALS: During the months of September, October and November seminars on municipal problems were held in various municipalities under the sponsorship of the Department of Municipal Affairs. Subjects discussed were municipal assessment, administration, accounting and auditing. We wonder if some lectures on community planning could be added to this curriculum. If so, municipal officials may be induced to contribute to activities of planning boards in a more effective way. Many municipal clerks are still baffled by the word 'planning'.

AMHERSTBURG: Two ex-mayors and a former chairman of the Public Utilities Commission were appointed members of the newly-formed Town Planning Board. In addition two council representatives were appointed to the Board.

HESPELER: The importance of proper planning in municipal and urban development was stressed by A. L. S. Nash of the Ontario Department of Planning and

Development at a joint meeting of the Hespeler and Waterloo Township Planning boards in October.

KITCHENER: The Hon. Dana Porter, Minister of Planning and Development, in his address at the opening of the second annual Industrial Exhibition, stressed the need of planning for industry. He said that unplanned and unlimited industrial expansion is not always good for a community. This was Mr. Porter's last public appearance as Minister of Planning and Development.

NORTH BAY: The North Bay Public School Board is seeking representation on the City Planning Board and will request city council for such action.

OSHAWA: At a meeting in October Oshawa City Council and members of the Township Council of East Whitby discussed some phases of the problem of annexing adjacent parts of East Whitby to the city. There was a substantial measure of agreement that certain areas should be annexed although their boundaries have not been fixed.

OTTAWA: Jacques Greber, planning consultant to the National Capital Planning Service, expressed the opinion that the traffic problems in Ottawa are small when compared to those in Montreal and Toronto. He strongly objected to the common belief that Confederation Square—often referred to as Confusion Square—was a nightmare to motorists and a danger-spot to pedestrians. . . . At a meeting of the Overbrook Parks and Playgrounds Commission, Mr. Greber spoke of a plan for a parkway along the shores of the Rideau River from Hog's Back to Rideau Falls, similar to the driveways along the Rideau Canal but on a larger scale. . . . The newly-formed Capital District Recreation Planning Survey, under the direction of Prof. Charles E. Hendry, will examine recreation needs and facilities in the capital city. Every organization related to the question of leisure-time living will be enlisted in discovering the interests of the Ottawa public in arts, drama, music and group expression generally. . . . A firm of consulting engineers is at work on the survey of water and sewer services necessary to serve the adjacent municipalities of Rockcliffe, Gloucester and Nepean townships, and the town of Eastview. The cost of the survey is split between the city, the Federal District Commission and the municipalities concerned.

PICKERING TOWNSHIP: At the request of the township councils of Pickering and Whitby the Minister of Planning and Development has designated the whole of the two townships as a Planning Area and approved a Joint Planning Board. The Board was organized October 1 and has already held three meetings.

RECENT APPOINTMENTS

Kent Barker, Toronto—planning consultant for the Ajax Development Project of the Central Mortgage and Housing Corporation.

George D. Bates, planning consultant—by the Anti-

gonish Town Planning Board (Nova Scotia) to assist in drafting a zoning by-law.

Gordon Culham—planning consultant to the Pickering-Whitby Planning Board, and the Brantford and Suburban Planning Board.

E. G. Faludi, planning consultant—by the Toronto Township Planning Board to prepare a land use survey.

NEWS OF FOREIGN PLANNING ASSOCIATIONS

THE AMERICAN INSTITUTE OF PLANNERS

MEMBERSHIP: The membership of the A.I.P. is now 516. Thirty-seven new members were elected by the Board of Governors in August and September of this year.

FALL CONFERENCE: The conference was held in Long Beach, California from September 16-18 and was attended by 100 Institute members. Highlights of the program were discussions on New Towns Policy, Regional Shopping Centres and the University and City Planning, and a tour of the Los Angeles Metropolitan region.

JOURNAL: The summer issue contains three articles by F. J. Osborn, well-known British Planner, who made a tour of the United States in 1947. One article, 'On Cities in the U.S.A.' comprises his random comments set down during the tour; the other articles, 'The Future of Large Metropolitan Areas' and 'Planning in Great Britain' are two of his addresses to American audiences. Another interesting article in the Journal is 'The Dispersal of Cities as a Defense Measure'.

THE TOWN PLANNING INSTITUTE OF GREAT BRITAIN

INSTALLATION OF THE PRESIDENT: On November 11 Mr. James W. R. Adams, County Planning Officer for Kent, took office as the 1948-1949 President of the Institute. Mr. Adams is the brother of Professor Frederick J. Adams of Boston, president of the American Institute of Planners.

SESSION 1948-1949: A series of meetings have been planned for the discussion of such subjects as 'Design in City Centres', 'Design of Villages' and 'Design of Parks and Public Gardens'. The annual general meeting is to be held June 23, 1949.

JOURNAL: The September-October issue contains articles on 'Model Making'—their value in the field of planning; 'The Use of Land for Services' Training Areas'—and the reconciliation of this use with the preservation of the landscape and with the use of land for other essential purposes; and 'The Determination of Population Densities'—in relation to development plans.

THE INTERNATIONAL FEDERATION FOR HOUSING AND TOWN PLANNING

NINETEENTH INTERNATIONAL CONGRESS: The 19th International Congress for Housing and Town Planning was held in Zurich, Switzerland in June, 1948 and had an unqualified success. Five hundred delegates from thirty countries as widely scattered as South Africa, Argentina and the United States, attended the conference. The week's programme included four general sessions and seven informal study groups.

LIAISON WITH GERMANY: The Federation was asked by the British Civil Control Commission to provide lecturers on Town Planning and Housing in Great Britain who would be willing to go to Germany to lecture in such towns as Dusseldorf, Hanover, Berlin, Hamburg, Kiel and Frankfurt. The German audiences in all the towns visited showed great interest in the undertaking and the Federation hopes that it has helped in some small measure toward the reconstruction of Germany, by showing how people in Great Britain are tackling similar problems.

NEWS SHEET: The September issue contains the following articles of international interest: 'An Experiment in Industrialized Housing—the Rouzaud Process' (France); 'The Neighbourhood Theory' by an American R. R. Isaacs; 'National Building Sites in Belgium'—a scheme of the Ministry of Reconstruction; 'Progress Report on Finnish Housing'; 'Low Cost Housing in France'; 'Housing Progress in Latin America'; 'Housing Construction in Poland under the Polish Investment Plan for 1947'.

THE PLANNING INSTITUTE OF AUSTRALIA

GENERAL MEETINGS: Meetings were held in April, June, and August. At these meetings the members were addressed on 'Recent Town Planning in England and Europe', 'Recent Planning Developments in England, Europe and America', and 'Town and Country Planning in Tasmania'.

SCALE OF PROFESSIONAL CHARGES: A draft scale of professional charges, binding to all members, was adopted at the June General Meeting to be known as the Interim Approved Scale of Professional Charges. The Scale is now being prepared in its final form and consideration is being given to any comments or constructive criticism advanced by the members.

VISIT OF BRITISH TOWN PLANNER: Professor Sir Leslie Patrick Abercrombie, eminent British Town

Planner, visited Melbourne during October and addressed members of the Institute.

QUARTERLY REVIEW: The September issue contains the text of the address to the Institute on 'Recent Planning Developments in England, Europe and America' together with the latest news on the activities of the Institute.

INSTITUTE NEWS

MEETING WITH NEW MINISTER OF PLANNING AND DEVELOPMENT OF ONTARIO: On November 9 Messrs. T. D. LeMay, E. G. Faludi, J. Layng and P. A. Deacon, representing the Institute, met Col. the Honourable Arthur Welsh, recently appointed Minister of Planning and Development for Ontario. The representatives tendered the felicitations and co-operation of the Institute to the Minister. The Minister accepted the offer of the Institute to prepare a memorandum on suggested amendments to the Ontario Planning Act.

MEETINGS OF ONTARIO MEMBERS: On November 24 a conference was held to discuss proposals for the amendment of the Ontario Planning Act. Members present at this discussion were T. D. LeMay, E. G. Faludi, J. Layng, P. A. Deacon, A. V. Hall, G. Culham, N. Wilson and N. Dryden. A brief prepared at this conference was submitted to the Department of Planning and Development on November 30 at a meeting of the officials of the Department with the Ontario members of the Institute.

ANNUAL MEETING: The second annual meeting will be held in Toronto on January 28, 1949. The meeting will consist of morning and afternoon sessions with a luncheon meeting. Guest speakers will be Col. the Honourable Arthur Welsh, Minister of Planning and Development for Ontario and George F. Emery, Director of the Detroit City Plan Commission. The latter will address the Institute on the implementation of plans in that city.

The Institute of Professional Town Planners, incorporated 1947, the Province of Ontario, is an association founded to promote the science and art of town and community planning.

The REVIEW is published at 24 Bloor Street East, Toronto. Tel. MI. 3641. All articles or information for publication should be addressed to the Secretary, E. G. Faludi.

REVIEW

INSTITUTE OF PROFESSIONAL TOWN PLANNERS

VOL. 2

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No. 2

PLANS IN ACTION

Community planning has made considerable progress in Canada during the past five years. Master plans have been prepared for approximately 27 municipalities. Of these, 16 have been adopted as official plans under the Planning Acts of the respective provinces. The remainder, while not having full official status, are considered as semi-official documents for the designation of land uses and the planning of public works.

At the Annual Meeting of the Institute in January we received an enlightening picture of the implementation of master or official plans in specific Canadian cities—Montreal, Toronto, Winnipeg, Windsor and Owen Sound. In addition an interesting view of the American planning scene was given by Mr. G. F. Emery, Director of the Detroit City Plan Commission, who discussed the Detroit master plan and its implementation.

From these addresses we have chosen excerpts which are documentary of the planning achievements in the respective cities.

CANADA

MONTREAL

... "In November 1944, the City Planning Department submitted to the municipal authorities a preliminary draft of the master plan... There is no need for an official approval of the overall master plan in Montreal. The powers of homologation granted to the city by its charter permit the reserving of land needed for public purposes, that is, to provide new or widened streets, parks, playgrounds, etc. Then these become part of the official plan of the city. This procedure has the great advantage of providing for progressive realization of the master plan, which logically governs the evolution of the city... Each year a list of capital expenditures is included in the budget estimates giving by order of priority the main projects included in the master plan for street widenings and openings and main traffic improvements, for acquisition and development of parks and playgrounds, and for others such as parking, zoological garden, central markets, etc."

... "Numerous plans for land subdivision, opening and widening of streets, establishment of parks and playgrounds have been adopted by the Executive Committee and homologated by the Superior Court; Council has also approved the acquisition of various parcels of land for the opening of streets and the acquisition of many others for the establishment of parks and playgrounds... zones have been reserved and improved by the city for the construction of houses by Wartime Housing Limited and Housing Enterprises of Canada Limited. By-laws to encourage low-cost residential construction have been recently adopted, and a modern building code has just been approved by the City Council."

... "During 1948, the City Council has authorized an expenditure of more than \$10,000,000 for street widenings and opening of new arteries, forming part of an overall plan of main traffic artery improvements.

Legal procedures are being initiated for expropriating the required property."

... "In 18 of the city's 35 wards, zoning regulations are enforced, in accordance with the master plan. In the other 17 wards there are differential zoning regulations but they were not drafted in accordance with an overall master plan of the districts concerned. A draft by-law for the north end of the city, covering about one fifth of the whole city territory, will be submitted to the City Council in a few weeks. As soon as zoning regulations have been drafted in accordance with the master plan for the whole territory, they will be integrated into a Zoning Code for the entire city."

—Dr. Aime Cousineau, C.E., Director of the City Planning Department, Montreal.

TORONTO

... "Toronto has had many plans during the last 40 years, among them a comprehensive metropolitan plan in 1943, but none of them has ever achieved the distinction of being approved as Toronto's official plan for future development. Another master plan is in course of preparation but with a far greater chance of success than its predecessors. The reason for this is that many important projects that will be included have already received approval and in some cases construction has been authorized and work started. The effect of this will be to ease the shock attendant on the presentation of a program of completely new works aggregating a cost of perhaps 150 million dollars or more."

... "Some of the works in progress are: a new waterfront highway, largely limited access, that has been approved in principle but not yet started—its cost is estimated at about \$12,000,000; the Don Valley Highway system, estimated cost \$20,000,000, one branch of which is now under construction at a cost of about \$3,000,000; Clifton Road extension to be completed early in 1950 at an estimated cost of about \$4,000,000; a ten-acre Civic Square adjoining the City Hall to cost about \$5,000,000 for which many properties have already been acquired; St. George Street extension—about \$1,500,000, approved in principle but not authorized pending the preparation of final location plans and estimates; the Spadina Road project—\$3,000,000 which has been authorized and upon which work has started."

... "Also the Regent Park low-rental housing project which includes the clearing of 44 acres of sub-standard buildings and the construction of 1,056 new dwelling units in the form of row houses and three storey walk-ups at a cost of about \$10,000,000. The first unit has been completed and the second is nearing completion. This is the first low-rental slum clearance project and will require a rental subsidy from the city."

... "In addition to these there is the Yonge Street Rapid Transit Subway estimated to cost between thirty and forty million dollars upon which construction will start in September of this year."

... "A zoning by-law for the city was prepared and passed by Council in 1944 but because of the failure of the Legislature to provide proper authority for some of its more important clauses it has so far not become operative. It has now been revised and will be available to implement the official plan shortly to be presented to Council."

... "A regional and metropolitan planning program is being considered by the Toronto and York Planning Board which is the planning authority for the county of York, covering an area of upwards of 1,000 square miles. In this area there have already been established several subsidiary planning boards in local municipalities. . . . The function of the County Board is to deal not with local matters but rather with all those things which have inter-urban characteristics affecting more than one municipality. . . . Exhaustive studies have been made of the physical features of the area under the Board's jurisdiction and it is expected that approval will be sought shortly for an official plan dealing with certain features of the metropolitan area of Toronto, comprising about 250 square miles and thirteen separate municipalities."

—Tracy D. LeMay, Commissioner of City Planning, Toronto.

WINNIPEG

... "The organization known as the Metropolitan Plan of Greater Winnipeg, started in 1944, has . . . produced what we may term a comprehensive plan for the Greater Winnipeg area, the final report of which was published late in 1948."

... "In connection with the Plan's proposed system of thoroughfares, a number of alignments for widening or homologations have been established or are in the process of establishment in the city of Winnipeg, the city of St. Boniface and the municipalities. . . . Of major significance in the development of thoroughfares is the current proposal to build two new bridges within the city of Winnipeg, one across the Red River and one across the Assiniboine River, as parts of the thoroughfare system. These bridges are now being designed and it is expected that a referendum on the approval of bond issues will be held in the fall."

... "The post-war developments of the transit system involved some three to four million dollars of expenditure improving routes, vehicles and in making changes of one sort and another which are almost in accordance with Metropolitan Plan plans for overall transit routing and improvement. . . . Insofar as inter-urban transportation is concerned little beyond discussion has taken place with respect to changes or improvements in railway or air facilities which were initiated by planning proposals. . . . The basic recommendations of the Metropolitan Plan regarding traffic and parking particularly in the downtown business area are being considered by the traffic authorities and City Council and adopted as rapidly as possible."

... "There have been many developments of one sort or another in connection with subdivision and

resubdivision. . . . which have been in direct implementation of general planning proposals. . . ."

... "Another field in which the planning body has had some extensive effect is that of the development of school and recreation sites. . . . River frontage particularly in the city of Winnipeg has been purchased to establish river drives and parkways in accordance with planning proposals."

... "Under the classification of by-laws and regulations, zoning of course takes prominent place and the draft proposals which have been through three years of study and discussion are now ready for the formal presentation to the Council of the city of Winnipeg. . . . In the meantime, however, three areas within the city have had major zoning improvements applied to them in direct conformity with the new zoning proposals. . . . A draft Building Code was prepared for the suburban municipalities for consideration and it is being used for the basis of the establishing of more uniform and more adequate building regulations throughout the area."

—Eric W. Thrift, Director, Metropolitan Plan of Greater Winnipeg.

WINDSOR

... "In 1944 the City Council appointed a planning commission for the purpose of investigating and reporting on current pressing questions relating to city planning generally and . . . to make recommendations as to the constitution, powers and personnel of a permanent planning board for the Windsor area."

... "The planning commission so established completed in 1945 a comprehensive master plan which has been presented to the public and the Council. The plan was made on the assumption that the population within the city limits would grow to 146,000, and that in the fringe areas to 40,000, by 1975. It deals with all those physical and legal aspects involved in the development of the municipality which are controlled and guided by the public authorities."

... "What items of the master plan have been implemented? The Planning Commission was superseded by the Windsor Area Planning Board, established under the authority of the Planning Act and the Planning Area of about 100 square miles was defined by the Minister."

... "The land utilization program formulated in the Official Plan was adopted by Council and approved by the Minister of Planning and Development in 1948. . . . During the preparation of the master plan a by-law was adopted to freeze existing land uses. This was replaced by a comprehensive Zoning By-Law adopted by Council and approved by the Ontario Municipal Board for the duration of six months, when hearings will be held for its final approval."

... "The City has set aside and reserved, by law, all city-owned properties for greenbelt or park purposes as outlined in the plan. . . . Council has agreed to establish a fund every year to purchase privately owned properties for public purposes in accordance with the plan."

... "The widening and extension of a number of streets was approved by Council in 1948."

... "Land utilization programs and zoning and building by-laws for adjacent municipalities are under preparation. . . . Rental housing projects by Housing Enterprises Limited and Central Mortgage & Housing Corporation have developed in areas designated for that purpose in the Plan."

... "For 1949 the following program has been adopted by the Planning Board: the preparation and completion of building and zoning by-laws for all townships within the Planning Area; the preparation of a priority program for public improvements; the provision of additional connecting streets to provincial highways and the improvement of those already existing; the improvement of riverfront land; the purchase of private properties on the riverfront for park purposes; the development of certain city-owned properties for rental housing purposes."

—Dr. E. G. Faludi, consultant to the Windsor Area Planning Board.

OWEN SOUND

... "The Official Plan for the city was approved by the Minister of Planning and Development in April, 1948. . . . The Restricted Area By-Law, implementing the land uses of the Official Plan, and showing eight different classifications was passed by Council in June, 1948, and the Public Hearing before the Ontario Municipal Board was held in September, 1948. Some twenty-three objections were listed, resulting in about four minor changes to the By-Law before final approval."

... "The Planning Board is now using the Official Plan and the By-Law in the administration of various applications received by it each month. . . . The Board, the City Engineer and the City Planner are now preparing a timing program for public works throughout the city as a recommendation to Council. This will include the development of the major road system."

... "Already one new bridge has been built in conformity with the requirements of the Official Plan."

... "The Planning Board has assisted the Board of Education in the selection of three school sites during the design stages of the Official Plan."

—John Layng, consultant to the Owen Sound Planning Board.

THE UNITED STATES

DETROIT

... "The Detroit Master Plan is a long-range comprehensive plan to guide the physical development and improvement of the city. It is quite specific in outlining proposals for public improvements. On the other hand it is quite general in prescribing the kind of private developments desired and hoped for."

... "The city has absolute and complete control over public property and public improvements. Its properly constituted authorities can determine, with financial limits, just when and where and how public improvements will be located and carried out. . . . As to private developments the city cannot compel or assure their execution. But it can regulate and control private developments through zoning, subdivision control, building codes and housing laws."

... "The Detroit Master Plan comprises eleven elements, each of which covers some functional or geographical part of the city's development and improvement, now complete except for mass transit. These are land use, trafficways, community facilities, recreation, public housing, public education, transportation, redevelopment, civic centre, riverfront development, cultural centre."

... "What will it cost to carry out? \$1,330,774,000 —for the total master plan and other department facilities not in the master plan. Of this, \$1,180,380,000 requires some city tax money—\$871,574,000 being Detroit's share and \$308,806,000 being the Federal, State, County and private share. Detroit's share will be distributed as follows: \$646,159,000, General Fund; \$213,115,000—Board of Education fund; \$12,300,000—Library Fund."

... "To carry out this master plan over a 25-year period and realize all of its manifold advantages for the people of Detroit requires only about \$30 million per year. Translated into tax terms this means about \$61.00 extra per year per family on a typical residential property. High? Not when compared to average expenditures per family per year of \$43.00 for jewellery, \$66.60 for movies, \$91.40 for liquor and beer. The typical family home now pays about \$141.00 per year in city property taxes. . . . The Detroit Plan Commission is now recommending that new revenues be specifically earmarked and allocated to Capital Improvements. The Commission is proposing that \$30 million a year be programmed for 13 years as a start on carrying out the master plan within 25 years. The 13-year period is the time required to amortize our present bonded debt which covers facilities bought over 25 years ago."

... "There is another phase of implementation which should not be overlooked. A good share of the improvements of the master plan are within the jurisdiction of government agents other than the city itself. These are, for example, the County Road Commission, State Highway Department, the Metropolitan Authority and others. Then, too, some developments can be financed by private contributions such as the Convention Hall, Civic Auditorium, Museum Buildings. Still others may be the subject of special assessment."

... "Financial implementation is not by any means the whole problem of effectuation. There is a legal or legislative aspect which in some respects is even more important to develop fully. . . . We have a broad legislative program to effectuate the master plan and its objectives. There is now in Michigan a Rehabilitation of Blighted Areas Act, an Urban Redevelopment Corporations Law. These are essential for redevelopment of blighted areas. We have an act for the elimination of non-conforming uses. A Mapped Improvement Act makes it possible to label and preserve sites for future public improvements. Special assessment legislation for local improvements. . . . We are proposing several new effectuation measures in the current session of the Michigan Legislature. One is an Architectural Control Bill to regulate private buildings around the Civic and Cultural Centres. The other is a Neighbourhood Betterment Bill."

... "A comprehensive revision of the Detroit Zoning Ordinance is now under way to carry out the objectives of the Master plan with regard to land use. A planning ordinance to clarify the functions and duties of the Plan Commission will shortly be submitted to the Council."

... "By its inspiration and guidance the master plan will over the years prove to be the main spring in bringing about the greater city of tomorrow. And so it may be said of every city which has the vision to dream for its future, to plan wisely and well—and the vigor and persistence to carry on the effectuation of its plans."

—George F. Emery, Director of City Planning,
Detroit City Plan Commission.

PLANNING NOTES

SUMMER PLANNING SEMINAR: The Department of Extension of the University of Toronto has prepared a tentative program for a 1949 summer planning seminar. The seminar will be held at the Ontario Agricultural College in Guelph, Ontario and will include five days of lectures, field trips and discussion periods. The objective of the course is to familiarize municipal employees and planning board members with planning problems and procedure. Subjects to be studied include planning theory, conservation, regional planning, housing, zoning, urban redevelopment and subdivision design. Provision is being made for a resident staff to organize the program and deliver the majority of the lectures, and a visiting staff to give papers on specific topics.

EUROPEAN STUDYTOUR: Another of the World Studytours which have been conducted through Europe for the past two years has been arranged for the summer of 1949. In charge of the tour will be Herman H. Field, architect and currently Director of Building Plans at Cleveland College of Western Reserve University. The trip is planned for architects, planning and housing officials who are interested in obtaining firsthand information on European problems of reconstruction and urban planning. The tour will extend from July 6 to September 6 and will include visits to England, Italy, Austria, Czechoslovakia, Poland and Sweden.

PLANNING IN CEYLON: The winter issue of "Town and Country Planning" contains an interesting item on planning progress in the dominion of Ceylon. . . "Ceylon is going ahead with housing. According to the proposed scheme for the regional planning of Colombo (the capital city), there will be three satellite towns within a radius of ten miles of Colombo, providing for an ultimate population of 30,000 each. The draft regional planning scheme is expected to be completed soon, and Sir Patrick Abercrombie is going to Colombo to advise on the scheme."

PLANNING IN ISRAEL: The following extract is from the January issue of the American Society of Planning Officials News Letter and is written by Anatole A. Solow, formerly housing and city planning specialist with the Pan-American Union and now adviser to the Planning Department and Minister of Public Works of the new republic of Israel. . . "It is most likely that nobody in the States knows what is being

done and attempted here. A full planning office at the national level is being organized, and is proceeding with comprehensive regional, national and urban planning studies for a country whose boundaries have not yet quite been fixed. A group of excellent planning technicians has been formed who work as a team. Surveys, research and plan preparation are being carried forward simultaneously, and at top speed, working day and night. The thinking is based on the latest techniques developed in various countries. The entire staff includes about sixty people. Planning and development of new settlements and towns within a general framework of regional and national development are the main tasks."

CONFERENCES

C.P.A.C. CONFERENCE PROCEEDINGS: The Community Planning Branch of the Ontario Department of Planning and Development has recently published a report on the proceedings of the Ontario Citizens' Planning Conference which was held October 14-15-16, 1948 under the sponsorship of the Ontario Division of the Community Planning Association of Canada.

PHYSICAL PLANNING AFFECTS SOCIAL PLANNING: This was the topic for discussion at the joint conference of the Greater Toronto Branch of the C.P.A.C. and the Youth Services Department of the Welfare Council of Toronto, held on February 1st. In his address on "PHYSICAL PLANNING" Dr. E. G. Faludi, planning consultant and secretary of the Institute, made the following remarks: "There is a definite distinction between physical planning and social planning. The former deals with material problems, such as buildings, streets, parks, schools and utilities, while the latter is chiefly concerned with health, educational, economic, political and administrative problems. . . It should be remembered that while the material objects are the means, the social goals depend on such means for their realization. Physical planners cannot plan adequately by ignoring the social objectives of the people within the community, nor can social planners ignore the physical characteristics of the communities. Neither one of them can work alone. . . " Miss Florence Philpott, Executive Secretary, Welfare Council of Toronto, spoke on the other aspect of planning, "SOCIAL PLANNING" . . . "Social planning is concerned primarily with the well-being of people living together in a community. It is therefore concerned with all the factors and conditions of community life which affect people. Briefly it is planning to meet the human welfare needs as they exist today. . . It is obvious that the kind of physical planning that is done in a community has a direct effect on the kind of social planning that has to be done. We in the social welfare field recognize that physical facilities have a good deal to do with the well-being of persons and can increase or minimize the problems of adjustment to one's environment. . . "

CANADIAN NEWS

BRITISH COLUMBIA

VANCOUVER: The city will borrow nearly eight million dollars this year to finance the 1949 expenditures of its 10-year civic improvement program. The

program will involve an annual expenditure of approximately five million dollars. City Council has requested the assistance of the Town Planning Commission in guiding the implementation of the plan. In addition the Commission has been asked for advice on specific projects to be undertaken in 1949 e.g. the widening of Granville Street. . . . The Mayor has asked for more definite plans for a civic auditorium before the selection of a site is referred to the Town Planning Commission. . . . The Commission recently asked City Council for greater authority and more legal power in adopting and administering the master plan. The request was made following the presentation of a report made by the City's planning consultant which recommended that the Commission instead of the Council be given authority to "adopt" a town plan and to administer its implementation. Consideration of the proposal has been delayed until the recommendations in the report have been fully studied by civic officials and members of the Commission.

ALBERTA

INNISFAIL: The Town Planning Commission recently gave its approval to a zoning by-law for the town. The by-law will be placed before Council for consideration and will subsequently be submitted to the Provincial Town and Rural Planning Advisory Board.

CALGARY: At a meeting of the Town Planning Commission in January the city engineer was asked to make provision for a site for the proposed civic centre. This action was taken following the appearance of a delegation asking that the city consider areas with low valuation that might be set aside for the future civic centre.

EDMONTON: In an attempt to solve the city's housing shortage a target of 3,000 new homes has been set for 1949 as part of the city's building program. Basis of the 3,000-unit target is 400 low-cost homes for persons in the \$135-\$200 monthly income bracket, 1,000 ordinary N.H.A. financed homes, 600 "integrated" houses, 750 privately financed homes and 250 apartment units. . . . The Town Planning Commission has been asked by Council to re-zone the market square property from park to a general business area to permit the erection of a federal building on this site. The Commission has also been requested to recommend a suitable site for a new market building.

SASKATCHEWAN

REGINA: City Council has completed its study of the draft zoning by-law and has set May 14th as the deadline for receiving suggestions and complaints concerning it. At a recent meeting it adopted the master plan report of the planning committee and approved the setting up of a community planning board to take the place of the committee.

MANITOBA

WINNIPEG: Plans are underway for the construction of two of the five new bridges recommended in the major thoroughfare report of the Metropolitan Plan. These two bridges, to be the first new traffic avenues across the Assiniboine and Red Rivers since 1908, will

eliminate traffic bottlenecks on the city's main thoroughfares, and may cost an estimated \$1,600,000. A money by-law to approve the expenditure of city funds for this purpose will be submitted to ratepayers this year. . . The chairman of the Metropolitan Plan joint executive recently released a progress report of planning accomplishments in the Greater Winnipeg area. The report revealed that improvements for Greater Winnipeg costing millions of dollars have been carried out or are now in the planning stage following recommendations made by the Metropolitan Plan Greater Winnipeg. Cited as examples were the selection of new school sites and park areas in the city in accordance with the neighbourhood proposals of the Metropolitan Plan, and also the expenditures amounting to more than three million dollars made by the Winnipeg Electric Company almost "in direct conformity" with the proposals of the Transit Report. . . The city assessor has been asked by the Council to interview owners of property which may be needed for the new city hall site to determine what selling price they will accept. The land in question is on Main Street, King Street, Market Avenue and James Avenue.

ONTARIO

BARRIE: The official plan of the town was approved at a meeting of the council in February and is to be forwarded to the Department of Planning and Development. A zoning by-law is in the process of being prepared by the Planning Board and will be presented shortly to council. . . The Board has asked the town council for a grant of \$1,000 to further its work during 1949.

BRANTFORD: A comprehensive report on the work accomplished by the Brantford and Suburban Planning Board, and the work yet to be undertaken was presented to the city council recently. In the report the Board stated that it had inspected the proposed area in Brantford Township to be annexed by the city and that the problem required considerable study before definite recommendations could be made.

BURLINGTON: The Burlington and Suburban Planning Board has adopted a budget of \$5,000 for the coming year. This amount will be divided among the three municipalities concerned—the town itself, and the Townships of Nelson and East Flamboro—on the basis of population. . . The planning board has approved the preparation of an aerial mosaic for the developed parts of the planning area.

GALT: The Galt Area Planning Board has been reorganized as the Galt and Suburban Area Planning Board which is composed of the old Board and members of the North Dumfries Planning Board.

HAMILTON: Approximately \$30,000 is to be spent on planning in 1949 according to draft estimates of the Planning Board and Planning Department. A large proportion of this amount will be spent on the preparation of a zoning by-law.

LONDON: The new zoning by-law, the result of a three-year study by the Planning Board and city officials, was presented to Council in February. The

by-law, which replaces the inadequate zoning restrictions in effect at present, is to be presented to the public in a series of ward meetings. . . The London and Suburban Planning Board has adopted a budget totalling \$12,000 for 1949. . . . The question of the need for annexation by the city of parts of the adjacent Townships of London and Westminster will not be studied by the Board until the zoning by-law has been adopted.

MIDLAND: The town council recently gave approval in principle to a by-law defining and regulating the area in which future commercial growth will be permitted.

OTTAWA: An agreement was reached in February between the Ottawa city council and the Nepean township council whereby 7,420 acres of the township will be annexed to the city on January 1, 1950. The agreement concluded weeks of discussion by representatives of the two councils centring on the annexation order issued by the Ontario Municipal Board last December. The appeal of Carleton county against the annexation has been dismissed by the Ontario Court of Appeal. The county appealed the annexation order claiming that the Municipal Board does not have jurisdiction in the matter and that annexation should take place under the Planning Act. The county has announced its intention to continue its fight before the Private Bills Committee of the Legislature where the annexation bill will be reviewed prior to going to the Legislature at large. . . Preliminary work will be started this year on the proposed eight-million dollar building which will house all offices of the Department of Veterans Affairs as well as other federal offices scattered throughout the city. . . Under the proposed National Capital plan the city will have a new City Hall "worthy of the National Capital." The site of the proposed building as selected by the National Capital Planning Committee has not yet been revealed. The cost of construction will be shared by the city and the Federal Government.

ST. THOMAS: A step toward controlling the use of land in the St. Thomas area was made recently with the passing of an urban development area by-law by Yarmouth township council. A similar by-law was passed for Southwold Township, also in the suburban area, last year.

SIMCOE: Following a recommendation of the Planning and Development Committee the town council has decided to request the Ontario Department of Planning and Development to designate Simcoe as a planning area and to approve the appointment of a Planning Board.

TORONTO: The Minister of Municipal Affairs recently made the statement that the city will need "breathing space" if it is to solve such problems as housing. He said that Toronto is "bulging at the seams" yet it is hemmed in by surrounding municipalities, and the result is a multiplicity of services and other wasteful practices which could be overcome by establishing a metropolitan area. . . The Townships of North York, Etobicoke and Scarboro in the suburban

area are prepared to provide space for housing projects to relieve the city's overcrowding providing that federal payments for the servicing of government-owned homes be substantially increased, and also that the province assist in the cost of education. . . The final link in the new north-south traffic thoroughfare east of Yonge Street will be finished this year with the completion of the Clifton Road Extension. The Board of Control has approved the expropriation of 17 houses to allow completion of the final stretch of roadway. The new traffic artery will provide a widened route from the northern city limits to downtown Toronto.

WINDSOR: The Windsor Planning Area Board will present a final plan on the location and development of park areas to the Ontario Municipal Board in April. At that time the Municipal Board will meet to consider permanent approval of the city's zoning by-law which in October was placed on six months' approval. . . The Federal Minister of Reconstruction and Supply conferred recently with the Housing Committee, Planning Board, Board of Control and City Council on the city's home shortage problem. The Minister assured the city that federal government home building would continue until the needs of veterans have been satisfied. The Housing Committee, on the basis of a recent survey, estimates that about 1500 veterans are in need of homes. These homes will be built by the Government only on the condition that the city accept rent increases for some of the present homes owned by Central Mortgage and Housing Corporation.

QUEBEC

HULL: The Federal Government has expropriated land on Sacred Heart Boulevard for the construction of the new Government Printing Bureau. The relocation of the Bureau on the site chosen by the National Capital Planning Committee has been a question of much discussion during the past months and requests have been made to the Government by various organizations that the Bureau be kept in Ottawa. The main reason given by the Government for the removal of the Bureau to Hull was that it would not fit into the pattern of buildings planned under the National Capital Planning scheme for Ottawa.

MONTREAL: City Hall officials have proposed a long-term program for the landscaping and embellishment of parts of Mount Royal Park and other out-door recreation areas in Montreal. The Executive Committee has already approved the appointment of a landscape architect from New York for this project. . . Two leading American engineers have furnished Premier Duplessis with a report stating that a subway can be built in the city in four years and can be operated with a profit of 8 1/3 cents a ride. The estimated cost of the subway is \$15,000,000. . . The chairman of the Executive Committee has stated that concrete recommendations for the solution of the city's traffic-transportation problem will be made by the city not later than next fall. If approved by council an expenditure of \$200,000. will be made this year on the preparation of an exhaustive study and report of the traffic situation.

QUEBEC: The Legislative Assembly at a recent sitting adopted unanimously a motion to "institute a regional or provincial organism for the purpose of establishing a town planning system for the province at large, and for the Quebec district in particular." The Government did not, however, commit itself to do anything specific in this regard.

NEW BRUNSWICK

MONCTON: A new zoning by-law is being prepared for the Greater Moncton area in accordance with the provisions of the New Brunswick Planning Act. . . . Albert County will co-operate with the Town Planning Commission in the preparation of a comprehensive plan for the city and its surrounding area. A portion of the County will become part of metropolitan Moncton under the proposed planning scheme. . . . A three-man committee has been appointed by the Federal Minister of Transport to investigate the proposed elimination of level crossings in the city. The committee met in March with the city council and the Board of Trade to discuss specific plans.

ST. JOHN: The Department of Transport has awarded a \$623,000 contract for initial construction at the St. John airport site at Clover Valley. The work will consist of building a runway, clearing and otherwise preparing the site for use as a municipal airfield. The site is approximately 9 miles from the centre of the city and may be reached by paved highway. . . . A committee, representing the council, planning commission and Board of Trade, is studying the feasibility of constructing the proposed harbour bridge.

NOVA SCOTIA

DARTMOUTH: A draft zoning by-law for the town was approved by the town planning board recently. The proposed by-law has been submitted to local organizations for criticism and comment and also to the public at large through the local newspaper and public meetings.

HALIFAX: In January the Halifax County Planning Board presented a brief containing a County highways program which is designed to clarify the present and future status of Halifax County roads. . . . Subdivision regulations for Halifax County have been completed and approved by the County Planning Board and will be presented for approval at the next meeting of the municipal council. . . . the Halifax County council recently appointed a committee to study the Town Planning Act and make recommendations concerning proposed amendments to the Act which would make it more suitable to all districts throughout the county. The committee's report which recommends two specific amendments to the Act has been adopted by Council.

RECENT APPOINTMENTS

P. Alan Deacon, Toronto—planning consultant to the Burlington Suburban Area Planning Board.

John Layng, Toronto—by the Town of Orillia to prepare a master plan.

Norman E. Wilson, Toronto transportation engineer—by the Edmonton City Council to resurvey the city's transit system.

NEWS OF FOREIGN PLANNING ASSOCIATIONS

THE AMERICAN INSTITUTE OF PLANNERS

PROGRAM OF ANNUAL MEETING: Five important subjects were considered at the meeting which was held in Atlantic City March 4-5-6. These were: Planning Education, Re-Zoning of Land in Suburban Areas for Diversified Uses, Coordination of Research in Planning, Urban Redevelopment Legislation, Urban Expansion and Land Policy. Each topic was either discussed by a panel of speakers or commented upon in discussion groups. In the session on "Re-Zoning of Land in Suburban Areas for Diversified Uses," Dr. E. G. Faludi, Secretary of the Institute of Professional Town Planners, was a member of a panel discussing the desirability of such zoning.

NEW CHAPTER ORGANIZED: The New York-Philadelphia Regional Chapter of the A.I.P. was formally organized at a meeting held November 16, 1948. Mr. Frederick P. Clark, Planning Director of the Regional Plan Association, was elected President of the Chapter. The potential membership of the Chapter is 72.

CONFERENCE ISSUE OF THE JOURNAL: This issue of the Journal sets down as articles several of the papers delivered at the A.I.P. fall conference held in Long Beach, California. Articles of this type are those on Regional Shopping Centres and The Planning Profession's Responsibility to the People. In addition the Journal contains abstracts of papers given in the conference's sessions on Urban Freeways, Offstreet Parking and Zoning.

INTERNATIONAL FEDERATION FOR HOUSING AND TOWN PLANNING

RESIGNATION OF SECRETARY-GENERAL: Mr. Morris H. Hirsh, who served for a year as secretary-general of the Federation, returned to the United States recently to join the staff of the Chicago Plan Commission.

DECEMBER NEWS SHEET: This issue contains an article on the "United Nations and the Housing Problem" which is a summary of the preliminary work accomplished by the Housing Sub-Committee of the Economic Commission for Europe. The Sub-Committee, established in the early part of 1948, has already prepared three reports indicating the extent of the present housing shortage in Europe and giving some concrete ideas of the money, materials and labour which will be required to eliminate it. Other articles in the News Sheet deal with Post-War Town Planning Developments in Australia, The Housing

Crisis in the Congo, Developments in State Housing in New Zealand, and London County Council Housing (England).

PLANNING INSTITUTE OF AUSTRALIA

MEMBERSHIP: The Quarterly Review issued in December, 1948 details the Institute's membership. As of December 31, 1948 Honorary, Full, Associate and Affiliate members numbered 66.

GENERAL MEETINGS: Ordinary General meetings were held on October 12 and December 8, 1948. At the latter Mr. C. G. Roberts, Chief Engineer, County Roads Board, Victoria addressed the Institute on various aspects of road design and layout. The Annual General Meeting was held on February 9, 1949 in Melbourne, at which the officers and council for this year were elected and the address of the retiring president was given.

INSTITUTE NEWS

ANNUAL MEETING: The Annual Meeting, held in Toronto on January 28, was well-attended and met with great success. The President's opening address introduced the theme of the meeting—the implementation of plans. Five members of the Institute and Mr. George F. Emery, Director of the Detroit City Plan Commission, spoke on this theme, giving illustrations from specific cities. Extracts from their addresses are given elsewhere in the Review. Among the guests at the luncheon session were General H. A. Young, President of Central Mortgage & Housing Corporation, Controllers L. H. Saunders and J. M. Innes of the Toronto City Council, Mr. A. E. K. Bunnell of the Ontario Department of Planning and Development, and delegates from the Association of Ontario Land Surveyors, the Ontario Association of Architects, and the Canadian Society of Landscape Architects and Town Planners. In the afternoon session four addresses were given: Citizenship Participation in Recreation Planning, Recreational Projects in Toronto, Traffic and Transportation Problems and Subdivision Procedure. The session closed with a short business meeting at which the annual Report of the Secretary-Treasurer was given. Average attendance at the morning and afternoon

sessions was 35 while attendance at the luncheon was slightly over 100.

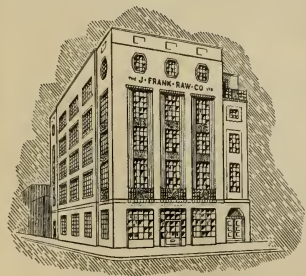
1949 EXECUTIVE: At the Annual Meeting ratification was given to the By-Law passed December 30, 1948 which provided for a membership of nine, rather than six, in the Council of the Institute. Accordingly five new Council members were elected at the Meeting, three to provide the increased membership as set out in the new by-law and two to replace Council members whose term of service expired this year. The following are the members of the 1949 Council: Mr. T. D. LeMay, Toronto; Mr. A. Cousineau, Montreal; Dr. E. G. Faludi, Toronto; Mr. J. van Nostrand, Toronto; Mr. K. Barker, Toronto; Mr. W. H. Paterson, Toronto; Mr. E. W. Thrift, Winnipeg; Mr. J. Layng, Toronto, Mr. J. M. Kitchen, Ottawa. At a meeting held in the evening of January 28, the members of Council elected from among themselves the following officers: Mr. T. D. LeMay, President; Mr. A. Cousineau, Vice-President; Dr. E. G. Faludi, Secretary-Treasurer.

DELEGATES TO OTHER MEETINGS: On February 15th Dr. E. G. Faludi, Secretary-Treasurer, represented the Institute at the luncheon session of the 57th annual meeting of the Association of Ontario Land Surveyors. On March 4, 5 and 6 Mr. T. D. LeMay, President, Dr. E. G. Faludi, and Mr. A. P. C. Adamson attended the Annual Meeting of the American Institute of Planners in Atlantic City.

The Institute of Professional Town Planners, incorporated 1947, the Province of Ontario, is an association founded to promote the science and art of town and community planning.

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